

COUNCIL  
AGENDA

SEP 9, 1974

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A  
C O U N C I L

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Monday,  
September 9, 1974  
9:30 a.m.

PRAYER

FORMAL ROLL CALL

MINUTES OF COUNCIL MEETING - August 26, 1974

DEPUTATIONS:       MR. LOOPSTRA - re Jan Davies Limited and  
                          Jesam Investments Ltd. (02-62-73)  
                          Item #827 General Committee Report  
                          Sept. 4/74. Attachment C20

PUBLIC QUESTION PERIOD

CORRESPONDENCE       - Attachments C1 to C21

REPORTS OF MUNICIPAL OFFICERS - Attachments R1 to R4

REPORTS OF COMMITTEES: General Committee, Sept. 4, 1974

PETITIONS

UNFINISHED BUSINESS



BY-LAWS

- #11,097 By-law Number 11,097 being a by-law to authorize the construction of roads in J. D. S. Phase II Industrial Subdivision at an estimated total cost of \$58,000.00 (of which \$37,522.00 is to be debentured). (This project has now been approved by the Ontario Municipal Board. The work involved is extension of Kimbel Street - Pt. Lot 12, Concession 6, E.H.S.)

THIRD READING

- #415-74 A By-law to authorize the temporary borrowing of \$58,000.00 (of which \$37,522.00 is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for road construction in By-law 11,097.)

THREE READINGS

- #308-74 By-law Number 308-74 being a by-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$600,000.00 (of which \$330,000.00 is to be debentured) for reconstruction of Creditview Road from Britannia Road to Highway #401. (This project has received O. M. B. approval)

THIRD READING

- #416-74 A By-law to authorize the temporary borrowing of \$600,000.00 (of which \$330,000.00 is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for road reconstruction in By-law 308-74.)

THREE READINGS

- #417-74 A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$9,800.00 (of which \$9,800.00 is to be debentured) for construction of a storm sewer in the City of Mississauga. (See Engineer's Report (R2) with this agenda)

TWO READINGS

- #418-74 A By-law to prohibit littering on private and public property within the City of Mississauga. (This is in accordance with Resolution #642 passed by Council on August 26, 1974.)

THREE READINGS

BY-LAWS (Cont'd)

- #419-74 A By-law to amend Zoning By-law 65-30 as amended. (This is re-enactment of Streetsville By-law 73-78 (Draper Nursing Home) which was approved for re-enactment in March, 1974. However, Official Plan Amendment #9 for the Streetsville Planning Area was not approved until August 22, 1974. It is now in order to re-enact the by-law.)

THREE READINGS

- #420-74 A By-law to correct the description contained in By-law No. 6505. (By-law 6506 of the Township of Toronto accepted a deed for a road widening on the south side of Burnhamthorpe Road, east of Cawthra Road. An error has been discovered in the description in by-law 6506 and this new by-law provides for the necessary correction.)

THREE READINGS

- #421-74 A By-law to execute a Declaration. (This is the normal declaration made by Burnhamdale Investments under the Condominium Act. The documents which were submitted are identical to those previously prescribed by Council. This development consists of 23 town house units and is located on the west side of Dixie Road north of Bloor St.)

THREE READINGS

- #422-74 A By-law to accept a Deed of Land and to establish lands described therein as part of the municipal highway system. (This is a requirement of the Committee of Adjustment decision re File CAB 169/74-M. The Deed covers a 10 ft. widening for Clarkson Road, south of Highway #2.)

THREE READINGS

- #423-74 A By-law to establish certain lands as part of the municipal highway system. (These lands were acquired in October, 1973 from Halberd Holdings Ltd. The owners of Rockwood Mall have completed the construction of Rathburn Road in accordance with terms of the Engineering Agreement and now request that the road be established as public highway to provide legal access to the Mall, located on the east side of Dixie Road, north of Burnhamthorpe.)

THREE READINGS

- #424-74 A By-law to appoint an Acting Mayor for The Corporation of the City of Mississauga. (This by-law appoints Councillor Killaby for the period Sept. 16 to Oct. 9, 1974.)

THREE READINGS

BY-LAWS (Cont'd)

- #425-74      A By-law to execute a Deed of Land and execute a Grant of Easement. (Kavcic Subdivision located on the north side of Mineola Road West as an extension to Avonbridge Drive. The Deed covers land previously acquired by the City for extension of Avonbridge Drive in connection with this residential development. The land is being deeded back to the developer to avoid a joint ownership situation. The easement is for road allowance through the subdivision and will be dedicated as a road allowance on the plan.)

THREE READINGS

- #426-74      A By-law to execute a Quit Claim Deed. (Kavcic subdivision, Avonbridge Drive. We are quit claiming the easement on the westerly side of this subdivision that runs along Mary Fix Creek. The description contained in the Deed has to be revised in accordance with the Conservation Authority's requirements. Consequently we are quit claiming our rights to this easement and will have a new deed prepared by the developer and submitted prior to registration.)

THREE READINGS

- #427-74      A By-law to authorize execution of an agreement. (This Agreement is for Torbram Road Reconstruction, awarded to Elmford Construction Co. Ltd., by resolution #656, passed by Council on August 26, 1974.)

THREE READINGS

- #428-74      A By-law to accept a Deed of Land and to establish lands described therein as part of the municipal highway system. (Road widening required under File OZ-81-73. Lands being established as part of Britannia Road East. North side of Britannia Road, approx. 300 ft. east of Dixie Road.)

THREE READINGS

- #429-74      A By-law to authorize execution of an Offer to Purchase. (Lands owned by B-P Canada at the intersection of Stanfield Road and Dundas St. As recommended by the General Committee September 4, 1974 - Item #837)

THREE READINGS

- #430-74      A By-law to establish lands as part of the municipal highway system. (Lands acquired re development of Orlando Industrial subdivision, being established as parts of Meyerside Road, Ordan Drive and Vipond Drive. Located on the west side of Dixie Rd. north of Britannia)

THREE READINGS



BY-LAWS (Cont'd)

#431-74

A By-law to authorize an Application by The Corporation of the City of Mississauga to the Ontario Municipal Board for an Order annexing a portion of the City of Brampton to the City of Mississauga. (This is in accordance with resolution #401 passed by Council on May 21, 1974. Letter from The City of Brampton, dated June 11th, 1974 approves this action by the City of Mississauga.)

THREE READINGS

MOTIONS

NEW BUSINESS

CONFIRMING BY-LAW



C1

SHANE CONSTRUCTION LIMITED  
2 ELMHURST DRIVE-REXDALE, ONTARIO

City of Mississauga,  
One City Centre Drive,  
Mississauga, Ontario

RE: SHANE RESIDENTIAL SUBDIVISION  
T - 23742  
CITY FILE NUMBER PN 73-089  
OUR FILE NUMBER 995

ATTENTION: Mr. D.R. Turcotte  
City Clerk

September 4th 1974

Dear Sir:

In consideration of the City of Mississauga allowing services to be installed in the subject proposed subdivision, prior to registration of the plan, the company (as owner) covenants and agrees as follows:

1. The developer acknowledges that by proceeding with these services in advance of registration of a plan of subdivision, the developer is doing so totally at its own risk.
2. To allow the City, its employees, servants and agents to enter the lands at all reasonable times and for all reasonable purposes, including and without limiting the generality of the foregoing, for all necessary inspections, and to correct any drainage problems, and to correct or eliminate any other nuisance, such as dust, garbage and debris, excavations, old buildings, etc, and the cost incurred by the City in so doing shall be a charge to the Owner.
3. To submit a cash deposit as required by the Engineering Agreement (5% for a maximum of \$10,000.00).
4. To indemnify the City, its employees, servants and agents (and the Hydro Commission and Regional Municipality of Peel), against all actions, causes of actions, suits, claims and demands whatsoever, which may arise either directly or indirectly by reason of the preservicing, and the owner undertaking the construction of the work within the proposed subdivision.
5. To proceed with the development in accordance with the attached Schedule of Performance, and should active development of the land come to a termination, to smooth, grade and seed the site to renew vegetation, and prevent erosion problems, and upon any failure in performing this obligation, to allow the City to enter upon the lands and carry out the work deemed necessary by the Engineering Department, with the costs incurred by the Town to be a charge upon the Owner.

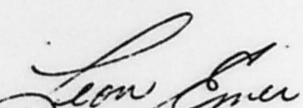
..... cont'd.....

1a

6. To allow the City to draw on the cash deposit under Clause 3 above for the completion of any works considered necessary by the City Engineer including those indicated under Clauses 2 and 5 and other works such as rectification of drainage problems and cleanup of existing roads upon verbal notification to the Consulting Engineer.
7. To require these undertakings and covenants to be assumed by any successor in title, to the effect that the obligations and covenants herein shall be binding upon executors, administrators, successors and assigns.

Yours very truly,

SHANE CONSTRUCTION LIMITED

Per:   
Leon Emer - Vice President

c.c. S.D. Lawson P.Eng  
C.D. Leavens P.Eng.



**MISSISSAUGA**  
**FIRE FIGHTERS ASSOCIATION**  
**LOCAL 1212**



R. L. Arbuckle  
PRESIDENT

E. K. Hastings  
SECRETARY  
2196 Buttonbush Cres.  
Mississauga, Ontario  
August 28th, 1974

Mr. F. Markson, City Mgr.  
The City Of Mississauga  
1 City Centre Drive  
Mississauga, Ontario

Dear Sir:

Please be advised that at the meeting held Monday, August 26th, 1974 for the purpose of considering the final memorandum of agreement drawn by the negotiating committee for the City and the Firefighters Association, a majority concurred and thus it was adopted.

Therefore, the memorandum of agreement dated June 14th, 1974 and the Addendum drawn August 21st, 1974, as well as clauses automatically renewable from the previous contract, shall in effect constitute our agreement for 1974.

The Firefighters Association wishes to thank the representatives of the City of Mississauga for their time and efforts in concluding this contract.

EKH/b

Copy for Chief J. Miller  
Mr. Stan Keith  
File



Yours truly,  
*E. K. Hastings*  
E.K. Hastings,  
Secretary, Local 1212

AFFILIATED WITH

ONTARIO FEDERATION OF LABOUR

CANADIAN LABOUR CONGRESS

416-584-2257  
416-584-2273

519-927-5841  
519-927-5234



BOX 120  
CALEDON, ONTARIO  
LON 1C0

C3

26th August, 1974

The Clerk,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.

Dear Sir,

At a meeting of the Council of the Town of Caledon held on August 20th, the following resolution was passed:

Moved by J. R. Whitehead - Seconded by L. Westlake

RESOLVED that whereas the Town of Caledon is faced with losing one of its two members to the Peel Board of Education;

NOW THEREFORE the Council of the Town of Caledon petition our M.P.P. to bring forward a Private Members Bill to amend the Secondary Schools and Boards of Education Act in order to maintain Caledon's representation in the forthcoming election. Further that we discontinue our appeal to the County Court in this matter.

"Carried"

Yours very truly,

TOWN OF CALEDON

*Carson Patterson*  
Carson Patterson, A.M.C.T.  
Clerk.

RECEIVED	
REGISTRY No.	7823
DATE	CP/jg AUG 28 1974
FILE No.	3-74
FILED BY	93-74
CLERK'S DEPARTMENT	

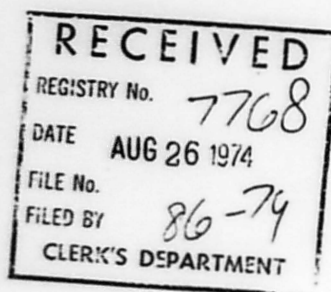


## The Regional Municipality of Peel

August 21, 1974

C4

Mr. D. R. Turcotte,  
Clerk,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario,  
LON 1C0.



Dear Mr. Turcotte:

Re: Various Traffic Signal Installations  
Our Reference PW-186-74

I am enclosing a report dated July 17, 1974 from the Commissioner of Public Works. This report was considered by the Public Works Committee and Council on August 8, 1974 adopted the recommendation of the Commissioner of Public Works:

"That the installation of traffic signals in the City of Mississauga at the intersection of Eglinton Avenue and Mavis Road, Burnhamthorpe Road and Wolfedale Road and Dundas Street and Kirwin Avenue/Camilla Road be approved.

Approved".

Yours very truly,

Henry H. Rutherford,  
Regional Clerk.

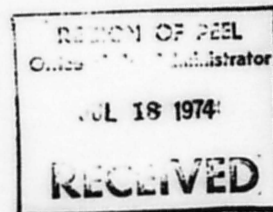
DH:tlp  
c.c. Mr. R. W. Knight, Director, Roads and Traffic.

PW-186-74.

**The Regional Municipality of Peel**

4a

July 17, 1974.



The Chairman and Members,  
Public Works Committee,  
Region of Peel.

Re: City of Mississauga Traffic Signal Installations -  
Eglinton Avenue at Mavis Road  
Burnhamthorpe Road at Wolfedale Road  
Dundas Street at Kirwin/Camilla Streets

The City of Mississauga has submitted plans of the traffic signal installation at the above three intersections to the Region for approval.

The design of these installations is satisfactory and the minimum warrants for traffic signals are met at all three locations. We have no objections to the installation of these traffic signals.

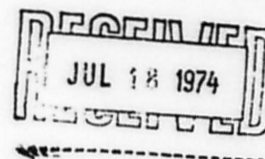
IT IS RECOMMENDED THAT the installation of traffic signals in the City of Mississauga at the intersections of Eglinton Avenue at Mavis Road, Burnhamthorpe Road at Wolfedale Road and Dundas Street at Kirwin/Camilla Streets be approved by the Region of Peel.

W. J. Anderson, P. Eng.,  
Commissioner of Public Works.

WBsh

c.c. H. H. Rutherford

OK

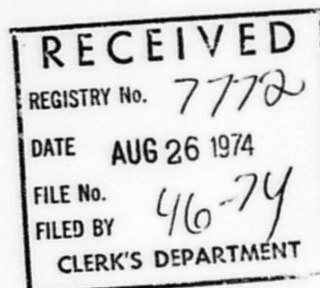


**The Regional Municipality of Peel**

C5

August 22, 1974

Mr. T. L. Julian, A.M.C.T.,  
Assistant to the City Clerk,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario,  
L5B 1M2.



Dear Mr. Julian:

Re: Traffic Safety Council  
Sherway Gardens Area  
Your File 46-74  
Our Reference PW-187-74

Your request for the installation of pedestrian crossing heads at the intersection of Dixie Road and Sherway Drive was considered by the Public Works Committee on July 30, 1974.

On August 8, 1974 Council approved the installation of the signals subject to the Ministry of Transportation and Communication's approval. Upon receipt of this approval the work is to proceed as part of the 1974 unallocated signal installation budget.

Yours very truly,

Henry H. Rutherford,  
Regional Clerk.

DH:tlp  
c.c. Mr. R. W. Knight,  
Director, Roads and Traffic.

## *The Regional Municipality of Peel*

C6

16 July 1974

Chairman and Members  
Public Works Committee  
The Regional Municipality of Peel

Re: Flood damage - 16 May 1974 - City of Mississauga

Gentlemen

Mr. L. M. McGillivray, Deputy City Clerk of Mississauga, has advised that the Council of the City of Mississauga, at its regular meeting on 17 June 1974, passed the following motions:

Resolution Number 487

"Resolved that suitable qualified personnel from consulting engineering firms be employed at per diem rates set by the Association of Professional Engineers of Ontario to investigate and report upon flood damage claims arising as a result of the storm of May 16/17, 1974."

Resolution Number 494

"That on completion of the study by Consultants regarding flooding on May 16th that an appropriate portion of the costs be allocated to the Region of Peel and that we request their acceptance of their rightful portion of the costs at this time."

We have discussed the proposed investigations with the staff of Mississauga who have advised that four technicians or junior engineers have been engaged by the City from three consulting firms for a period of approximately two weeks.

The prime task of these consultants is to investigate reports of storm drainage failures. Over 400 flooding cases have been reported in Mississauga and investigations to determine how many of these were attributable to failure of the sanitary sewer system are now under way. The staff of the Region is currently endeavouring to investigate complaints received by this office and will continue to do so over a period of time.

continued



Chairman and Members  
Public Works Committee  
The Regional Municipality of Peel

16 July 1974

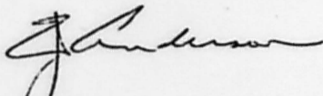
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In as much as the investigation being undertaken by Mississauga is directed toward storm sewer failures, it is unlikely that a substantial portion of the costs incurred could be attributable to the regional functions of sanitary sewers; certain investigations, however, may turn up shortcomings of our sanitary sewer system in which event, we would be pleased to receive the advice of the consultants as to the problems encountered and any solutions which they would recommend.

With regard to the participation with Mississauga in this investigation, we believe it more prudent to await the report of the consultants and the City in order that we may assess the value of the information obtained and the degree of responsibility which is assessed to the Region.

At this point in time, therefore, it is suggested that the information from Mississauga simply be received and we await further reports as to their findings.

Respectfully submitted



W. J. Anderson, P. Eng.,  
Commissioner for Public Works

WJA:nw



C7

Traffic  
Control  
Office

Ministry of  
Transportation  
and  
Communications

416/248-3781

1201 Wilson Avenue  
Downsview, Ontario  
M3M 1J8

August 22, 1974.

Mr. Terence L. Julian, A.M.C.T.,  
Assistant to the City Clerk,  
City of Mississauga,  
1 City Centre Drive,  
MISSISSAUGA, Ontario.

Dear Mr. Julian:

Re: File 6-74, Complaints  
(Queen Elizabeth Way)

RECEIVED	
REGISTRY No.	7749
DATE	AUG 26 1974
FILE No.	6-74
FILED BY	
CLERK'S DEPARTMENT	

This will acknowledge your letter of August 13, 1974, advising us of Council's Resolution that the speed limit be lowered on the Queen Elizabeth Way and that noise pollution from vehicular traffic be controlled by legislation.

As Council has pointed out, there was a considerable decrease in deaths and injuries resulting from traffic accidents in the United States during the recent energy crisis. It is not clear, however, as to whether the decrease can be attributed to lower speed limits, the reduction in traffic volumes induced by the oil shortage, an increase in the use of seat belts, or other factors. This situation is being studied in the United States and we are looking forward to the outcome of the research with great interest. Meanwhile, we are conducting our own research to determine what advantages and disadvantages for the people of Ontario might result from a reduction in speed limits. Please assure Council that appropriate action will be taken if we find that changes would be of benefit.

Legislation to control noise pollution from vehicular traffic, especially trucks, raises many questions and problems. This portion of Council's Resolution, therefore, has been referred to the appropriate officials within the Ministry for detailed study.

You will be hearing from us further on these matters in due course.

Yours sincerely,

J.E. Gleason,  
Traffic Control Engineer.



Ministry of  
Housing

965-3352

Queen's Park  
Toronto, Ontario

August 19, 1974

RECEIVED  
REGISTRY No. 7782  
DATE AUG 27 1974  
FILE No. A248  
FILED BY  
CLERK'S DEPARTMENT

Mr. David R. Turcotte,  
City Clerk,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.  
L5B 1M2

Dear Mr. Turcotte:

**Request to refer proposed Amendment  
No. 248 to the Official Plan for the  
Mississauga Planning Area to the  
Ontario Municipal Board under the  
provisions of Section 44(1) of The  
Planning Act.  
Our File: W. 4638**

Pursuant to a request by Murray V. Jones  
of Murray V. Jones and Associates Limited,  
the Minister has referred the above application to  
the Ontario Municipal Board.

The Municipal Board has been asked to  
notify you of the date which may be set for a hearing.

Yours truly,

*Mrs. J. Morris*  
for

Miss J.A. Darrell  
Senior Planner,  
Official Plans Section,  
Plans Administration Branch.

RECEIVED  
AUG 22 1974

50 Maple Avenue South  
Mississauga, Ontario.  
L5H 2R6.  
22 August 1974. C9

The Mayor & Council,  
City of Mississauga,  
1, City Centre Drive.

MAYOR'S OFFICE

Dear Dr. Dobkin and Council,

Re: Application of Surplus Funds Accredited to Port  
Credit as of December 31st, 1973.

During the latter part of 1973 building permits were issued in Port Credit for three major apartment projects and a total sum of approximately \$800,000 was realized through the imposition of an \$850 per unit suite levy.

Although these developments caused the municipality further expense because of the necessity to increase the capacity of the trunk sewer along Lakeshore Road, the Council of Port Credit insisted on funding this cost through debentures rather than using the income derived from the suite levies. The suite levies were held as a capital surplus fund and Council argued that the money would be returned to taxpayers in the form of a reduced mill rate. This suggestion had its genesis, I believe, in section 2 article 87 of Bill 138 which indicates that an audited surplus of a local municipality shall be credited to that municipality and 'shall be provided for by adjustment of the tax rate over a period not exceeding five years from January 1st 1974.'

Due to the reduced suite levy applicable to the Victoria Wood-Paramount Development townhouse proposal - approximately \$48,000 instead of the original \$608,000 - the total surplus has been reduced to approximately \$240,000.

Thus although Bill 138 specifically indicates that an audited surplus should be used to reduce the mill rate for the benefit of the ratepayers within the subject municipality, I would hope that the requirements of the Act need not be rigidly enforced, for it is my contention that the community would benefit from the use of this money to remedy some of the deficiencies that have resulted from the overdevelopment of Port Credit.



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The following partial list of community needs has been compiled by the Residents' Association. It is not intended to be complete; neither are the suggestions presented in any order of precedence. Rather the list is intended to suggest to Council some ways in which the outstanding balance of \$240,000 could be used within the community.

1. Recreational facilities. Other than the Arena and the Lions Club swimming pool there is almost a complete lack of athletic and recreational amenities within the community. A year-round swimming pool would be of great advantage to the community.

2. Bus shelters could be provided to protect passengers waiting at bus stops during inclement weather.

3. Further beautification of Port Credit and the possibility of instigating a summer mall off Lakeshore Road.

4. Bicycle paths. There is an obvious need for such a path along Lakeshore Road to separate cyclists from both pedestrians and the high speed traffic which often ignores the 30 m.p.h. speed limit.

5. Day care centres. I suspect that given the high density nature of Port Credit there is a great need for day-care facilities. I suggest that the Regional department of Social Services be requested to determine exactly what the need is.

6. Approximately 2.5 acres of land along the C.N.R. railroad tracks at the west side of ward 8 has been dedicated as parkland. Much development will be necessary to make a park out of this land. I suggest that money be made available for building toilets, providing drinking water, a childrens' play area, and transplanting some of the condemned trees from the Victoria Wood - Paramount Development townhouse site.

7. Lighting should be provided for the two tennis courts adjacent to the Lions Club swimming pool. I would also suggest that consideration be given to constructing another four courts in Memorial Park.

8. Renovations to Clarke Hall.

9. A creative playground in which children can use their imagination to partially create their own play environment. Although they need constant supervision, such playgrounds are, I believe, much more valuable in

3.

96

to children than static playgrounds. Harbourfront '74 in Toronto has such a creative playground.

Yours truly,

*Christopher Mackie*

Christopher Mackie

Past Chairman, Port Credit Residents' Association

c.c. Councillor Hubert Wolf

H21 AREA RESIDENT'S ASSOCIATION

C10

M.L. Dobkin M.D.  
Mayor  
City of Mississauga  
1 City Centre Drive  
MISSISSAUGA L5B 1M2

RECEIVED

August 27th, 1974

AUG 28 1974

MAYOR'S OFFICE

Dear Dr. Dobkin:

Adamson - Porteous Estate

On behalf of the Chairman and Members of our Association I wish to sincerely thank you and Council members for the hearing granted August 21st and for your sympathetic response to our concerns.

You will, no doubt, have learned of the fact that the O.M.B. granted an adjournment of the August 26th hearing to November 25th.

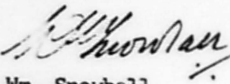
Our Chairman and myself, along with well over 50 members attended the O.M.B. hearing and were represented by our own Solicitor. The Mississauga City Solicitor made a good case for adjournment supported by our own Solicitor and, I would suggest that their presentations, supported by the presence of over 50 concerned citizens sitting in quiet dignity throughout two hours of deliberations, tipped the scales in favour of adjournment. It was also pleasing to see our Ward Councilor, Mr. H. Wolfe, in attendance.

I would like to suggest Sir, that if we are all truly concerned about the proper development of the property in question, and I'm convinced we are, that the WORK has only just begun and, we all must work quickly.

To this end we are forming a joint working committee of the Greenway Residents Association and our own organization to work with the City of Mississauga Council and Staff, Credit Valley Conservation Authority and Regional Authorities in an effort to present a viable plan to the O.M.B. meeting of November 25th, hopefully along the Parkland development route.

Mr. Mayor - our thanks again to you and Council Members. Let us hope that we can continue to work as "Partners In Progress" and that our working committee be given every opportunity to work with the City of Mississauga representatives.

Sincerely,



Wm. Snowball  
Association Representative  
26 Hiawatha Parkway  
MISSISSAUGA  
Tel: 274-3042 (Res.)  
535-2181 (Bus.)

WS/ms

RECEIVED	
REGISTRY No.	7926
DATE	AUG 30 1974
FILE No.	
FILED BY	
CLERK'S DEPARTMENT	

C11

3314 Joan Drive,  
August 19, 1974.

Mississauga City Council:

Writing this letter to complain about the motorcycles roaring up and down Joan Drive just about every day, I should say, every night and every Sunday afternoon and evening.

The riders sure have no consideration for the residents who have been paying taxes for years. I have phoned the Mississauga police but I think the motorcycle riders have nothing but contempt for the police.

In the summer it's nothing but roaring cyclists. In the winter months it's the snowmobiles. They use Fairview Park as a raceway. We just cannot go for a walk any more. One is not sure if you are going to be run over, and the noise is something else.

Trusting to hear from you on this matter.

Sincerely yours,  
(Signed) Grace Baker

C/2

# WEST ERINDALE HOMEOWNERS' ASSOCIATION

ERINDALE - ONTARIO

2273 Springfield Court,  
Mississauga, Ontario.  
August 23, 1974.

Mr. Pierre Juneau, Chairman,  
C.R.T.C.,  
100 Metcalf Street,  
Ottawa, Ontario.

Dear Sir:

Within the boundaries of our Association is a community of approximately 1800 Homeowners, locally known as Sheridan Homelands. This community is rather unique from most in that all services are located underground, including the Cable T.V. System. Residents are prohibited from erecting T.V. antennas and towers as a result of a restrictive covenant in their deeds. This agreement is binding upon subsequent property owners, with a period of approximately two years still to run.

For some time, our Association has been receiving complaints from Homeowners relative to the poor quality and often times interrupted Cable T.V. reception provided by Terra Communications Limited.

In early 1973, we attempted to resolve the problem by convening a meeting of Homeowners and representatives of Terracomm. It was at this meeting that Terracomm advised that cable equipment was to be replaced and updated and that Homeowners could expect significant improvements in the quality of T.V. reception. As a result, Homeowners were prepared to give Terracomm the opportunity and the time to prove they were capable of providing a service consistent with that provided by other cable companies in the Toronto area.

Over a year has now passed, we have been informed that practically all equipment has been replaced, yet complaints persist. To determine the extent of the problems, we polled Homeowners to obtain their views, which resulted in another meeting with Terra Communications on June 12th of this year.

I cannot describe to you the anger, frustration and mood of those attending. It was evident that a large percentage of Homeowners are still extremely unhappy with the present service. Mr. G. E. Saunders, General Manager of Terracomm, had the opportunity of speaking on behalf of his Company and promised that the problem would be rectified within three months. He outlined plans for accomplishing this. Unfortunately, because of past experience, few Homeowners had little confidence in the statements and promises made.

Continued...../2.



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## WEST ERINDALE HOMEOWNERS' ASSOCIATION

ERINDALE - ONTARIO

...../Page 2.

Mr. Pierre Juneau, Chairman,  
C.R.T.C.

We are sympathetic and appreciate the task to be accomplished by Mr. Saunders and his staff. We recognize that Terracomm has been under new management only since late 1973 and we appreciate that the problems were inherited. The fact remains, however, that Homeowners have had to live with this situation for years. It was primarily because of the sincerity of Mr. Saunders that those attending the meeting granted a further extension of three months to allow Terracomm the necessary time to prove they are capable of providing the level of service they claim they can.

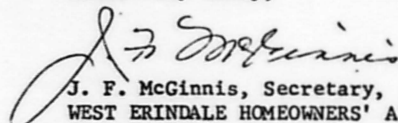
Another meeting has been scheduled for Wednesday, September 18th, at 8.00 p.m., at Erindale Secondary School in Mississauga, at which time the problem will be re-assessed and Homeowners will decide what course of action, if any, will be taken. I can assure you that if the problem still persist, Homeowners are prepared to take the matter in hand and to promptly and permanently rectify it.

It is apparent to me that this matter is quickly developing into a nasty situation and ultimately will prove to be embarrassing to your Commission. There have been several pieces of correspondence on this subject directed to your attention in the past and your Commission cannot continue to ignore these complaints.

This communication is primarily that of going on record with your Commission. In addition, it is an invitation for a representative of your Commission to be present at the meeting scheduled for September 18th.

If I can be of further assistance in supplying additional information, please contact me.

Yours very truly,

  
J. F. McGinnis, Secretary,  
WEST ERINDALE HOMEOWNERS' ASSOCIATION

JFM/es

c.c. T. Abbott, M.P.  
M. L. Dobkin, Mayor  
D. J. Culham, Councillor  
G. E. Saunders, Terra Communications  
Mississauga News

**WEIR & FOULDS**

BARRISTERS AND SOLICITORS

K. A. FOULDS, Q.C.  
H. S. O. MORRIS, Q.C.  
S. P. WEBB, Q.C.  
A. McN. AUSTIN  
J. J. CARTHY, Q.C.  
G. J. SMITH  
N. W. C. ROSS  
B. FINLAY  
L. D. BARSKY  
K. B. PAYNE  
S. B. STEIN  
L. J. O'CONNOR

J. T. WEIR, Q.C., LL.D.  
R. B. ROBINSON, Q.C.  
J. P. HAMILTON  
M. S. ARCHIBALD, Q.C.  
J. D. McKELLAR, Q.C.  
M. J. McQUAID  
W. T. R. WILSON  
G. J. HENRY  
P. W. LOCKETT  
R. W. ROSENMAN  
R. J. LANE  
W. A. D. MILLAR

R. D. WALTER, Q.C.

The Mayor and Members  
of Council  
City of Mississauga  
c/o Clerk  
Mississauga, Ontario

Dear Sir:

Herewith our report on the August hearings of the Airport Inquiry Commission. As earlier indicated we deem it advisable if the noise is to be reduced at Malton that the City maintain continued interest in the subject and make its views known from time to time to the Minister of Transport.

Yours truly,

WEIR & FOULDS

J.T. Weir

JTW:cl  
Attach.

CANADA LIFE BUILDING  
330 UNIVERSITY AVENUE  
TORONTO, CANADA M5G 1S2

TELEPHONE: (416) 595-1595  
CABLE ADDRESS: MASEMIDON

August 27, 1974.

RECEIVED

AUG 28 1974

MAYOR'S OFFICE

C13

## WEIR & FOULDS

BARRISTERS AND SOLICITORS

K. A. FOULDS, Q.C.  
H. S. O. MORRIS, Q.C.  
S. P. WEBB, Q.C.  
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TORONTO, CANADA M5G 1S2

TELEPHONE: (416) 595-1595  
CABLE ADDRESS: MASEMIDON

August 27, 1974.

R. D. WALTER, Q.C.

### REPORT ON AUGUST HEARINGS AIRPORT INQUIRY COMMISSION

#### CITY OF TORONTO SUBMISSIONS

As you are aware the Airport Inquiry Commission decided to hold a public hearing to receive the Pickering Impact Study carried out by the firm of Diamond & Meyers on behalf of the City of Toronto. We attended these hearings on your behalf.

On July 31st, an organizational meeting was held at which time the procedure for the hearing was established. It was decided that the authors of the Pickering Impact Study would present their evidence on each of the following subjects: a) passenger forecasts, b) noise factors, c) runway and terminal capacity, d) ground access and e) regional and economic impact. The authors would then be cross-examined on each subject area by the other parties to the hearing. The Ministry of Transport would be permitted to introduce reply evidence.

The hearing commenced on August 20th at 10:00 a.m. in the Civic Ballroom of the Sheraton Four Seasons Hotel. Dr. Jack Ellis presented the Report's findings on the first four subjects. The tenor of his evidence was that the M.O.T. had exaggerated the passenger forecasts for the Toronto area market (these were presented in document B-55). His revised

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estimates indicated a passenger volume of approximately one-third the Ministry's. Without going into detail, Dr. Ellis' evidence was that with more "realistic" passenger forecasts, Malton could be adapted to accommodate the probable traffic volumes in the year 2000.

The basic difference of opinion between the M.O.T. passenger forecasts and the City of Toronto passenger forecasts lay in the number of persons who would be seeking overseas holiday travel with particular reference to those who had migrated to Canada and who had wished to visit their homeland. The second area of disagreement lay in the affect that increased fuel costs might have on air fares and a reduction in passenger demand. The M.O.T. claimed that their figures were more reliable and that they had adequately studied anticipated fuel prices. From the point of view of Malton residents the differences of opinion are a matter of degree. There can be no denying that there will be increased traffic at Malton.

Dr. Ellis also gave evidence on noise. He personally was not experienced in this area but had reached his conclusions by studying the documents already before the Commission. He predicted a lessening of the noise impact at Malton beginning by 1978 on both the assumption of their reduced passenger demand, the fact that Air Canada would phase out a noisy part of its fleet by that date and that FAR-36 the American Noise Standards would apply to 80% of the planes using Malton by 1978.

With reference to his comments concerning Air Canada it was apparent that he had inadequately studied the Air Canada evidence given at an earlier hearing. That evidence went no further than to say that after the olympic games are over, Air Canada would consider for economical reasons phasing out some

of its older airplanes but no decision had been made by the Board of Directors of Air Canada and it would depend on many economical factors including the costs of money and the costs of replacement aircraft. It would be very difficult to count on a substantial reduction in noise based upon the Air Canada evidence.

With reference to the noise contours there can be no doubt that if FAR-36 the American regulations are implemented that there will be a substantial reduction in the noise at Malton. As the hearing has progressed it has become clearer and clearer that it may be impossible for the American authorities to impose FAR-36 even on its domestic flights earlier than 1980 and that so far as international flights are concerned it will require action by I.A.T.A. It will be appreciated that the economics of international air travel do not encourage large expenditures in the near future by either American air carriers in the international field and certainly not by European air carriers. It would be fair to say that it seems very unlikely that these noise standards brought about by S.A.M. and Refanning will be effective at Malton until the early 80's. The evidence for Dr. Ellis' work was taken almost directly from the De Havilland submissions and did not take into account the limitations on that evidence that had been brought out in cross examination of their witnesses.

Professor Homenuck and Mr. A.J. Diamond presented the studies conclusions on the economic and regional planning aspects of the Pickering Airport. The areas which they

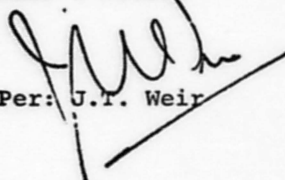


covered were in large part a criticism of the provincial government decision to build a new town in the vicinity of the airport which in their opinion was very poor planning because it would be an adjunct to Metropolitan Toronto rather than establishing a new independent centre of population in the east and the airport would contribute to this effect of the new town.

It was not considered by us that this evidence certainly concerned Mississauga except that it was suggested that the population to be accommodated in the Pickering new town would be better accommodated by an overall increase in the density permitted in Mississauga. This evidence was not cross examined by any of the counsel present because it was felt to be irrelevant to the terms of inquiry of the Commission.

It is not unfair to say that it was apparent that the impact study was written in an atmosphere of some haste, that it was not anticipated that the witnesses would be cross examined on it and that many of the statements in it are either inadequately supported or contradicted by the actual data before the Commission. Some of the statements in the Report are clearly exaggerations intended to "sell" people who have not followed in depth the proceedings that have actually taken place before the Commission.

WEIR &amp; FOULDS

  
Per: J.T. Weir

JTW:cl

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AUG 28 1974

MAYOR'S OFFICE

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REGISTRY No.

DATE AUG 29 1974

FILE No.

FILED BY 59-74

CLERK'S DEPARTMENT

C14

131 Donnelly Drive,  
Mississauga, Ontario,  
L5G 2M3,  
August 27, 1974.

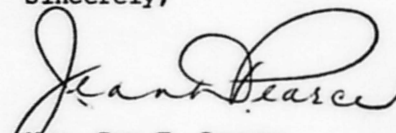
Town Council,  
City of Mississauga,  
One City Centre Drive,  
Mississauga, Ontario.

Gentlemen:

I would like to express the appreciation of my husband and myself for the excellent service given to residents by the outside clean-up crews. We have always had complete satisfaction from the garbage pick-up and also from the department responsible for removing branches, and bulkier items.

Please extend our thanks to those departments concerned.

Sincerely,

  
Mrs. Rex F. Pearce



**erindale lions  
little league  
baseball association**

C15

MISSISSAUGA,  
CANADA

RECEIVED

AUG 26 1974

MAYOR'S OFFICE

1489 Chalice Crescent  
Mississauga, Ontario

Thursday August 22, 1974

His Worship, Mayor Dr. M.L. Dobkin  
City of Mississauga  
Huronario and Burnamthorpe Road  
Mississauga, Ontario

Dear Dr. Dobkin:

On behalf of our people, I would like to echo our sentiments of sincere appreciation made last week to you, members of Council and Recreation and Parks Department personnel for the assistance that was given to our recent Canadian Little League Baseball Tournament.

This National event was a success in all respects and contributed a great deal in bringing our City of Mississauga to the favourable attention of people throughout Canada. We thank you for your personal participation at the Opening Ceremonies and during the Official Luncheon. Also, without the continuous and considerable help received from Ed Holliday and his fine group of people in the Recreation and Parks Department, the effectiveness of the entire event would have been greatly diminished.

We in Erindale find it extremely difficult to understand recent criticism of our City's administration. The above activities are but one facet of what we believe to be genuine involvement of local government in the ambitious striving of a community.

Yours Sincerely,

Charles D. Brown  
Tournament Chairman

CDB/cb

c.c. Mr. David Cullam, Councillor Ward 6  
Mr. E.M. Holliday and Staff, Recreation and Parks Department

SITE OF THE 1974 CANADIAN CHAMPIONSHIPS - AUGUST 12th - 17th, 1974



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REGISTRY No.

DATE AUG 29 1974

FILE No. 7-74

FILED BY  
CLERK'S DEPARTMENT

August 26, 1974

Mr. M. L. Dobkin, M.D.,  
Mayor  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario  
L5B 1M2

RECEIVED

AUG 28 1974

MAYOR'S OFFICE

Dear Mr. Mayor:

This is slightly after the fact, but our efforts did pay off to have our Canadian Open sponsor acknowledge that the Canadian Open was held in Mississauga, Ontario. The attached advertisement appeared in all of the Toronto and local papers on Monday, July 29, the day after the Open was finished.

Sincerely,

Bruce McLean  
General Chairman

BM/sk  
Attachment

Conducted by the Royal Canadian Golf Association.  
Presented by Peter Jackson at the Mississauga Golf Club, July 22-28, 1974.



MISSISSAUGA  
GOLF CLUB  
1725 Mississauga Rd., N.  
Mississauga, Ont.  
(416) 278-5261  
(416) 278-5281


*Peter Jackson*

**Salutes  
Your 1974 Canadian Open  
champion.**

Our sincere thanks to the many people who helped make the 1974 Canadian Open, in Mississauga, Ont., such a resounding success.

To the Royal Canadian Golf Association who conducted the event; to the Mississauga Golf Club members who devoted so much time and effort; to the golfers and, of course, to the fans who turned out in such great numbers.

Peter Jackson is proud of its continuing role in the development of Canadian golf.

*Peter Jackson*  
Golf  74



16a



**BOBBY NICHOLS: WINNER OF THE PETER JACKSON TROPHY**





# The Mississauga News

C17

3125 WOLFEDALE ROAD, MISSISSAUGA, ONTARIO • 279-2211  
L5C 1W1

August 26, 1974

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AUG 27 1974

MAYOR'S OFFICE

Mayor M.L. Dobkin, M.D.  
Office of the Mayor  
1 City Centre Drive  
Mississauga, Ontario

Dear Mayor Dobkin:

This year, as in past years, The Mississauga News is sponsoring the Miss Mississauga Pageant on Saturday, October 12, 1974. It has been noted that in the past there has been no connection between the official Town Council, and presently the City Council, with this Pageant.

As far as we are concerned, the Miss Mississauga Pageant is the official Pageant for Mississauga and we welcome some connection between your office and the Pageant.

Mrs. Kathleen Hicks, who is one of our Committee members organizing the Pageant, said she had been speaking to you in connection with a tiara which the City could possibly donate for this year's Pageant and which would be held for the year by Miss Mississauga.

We feel that the Pageant contains enough prestige to make it worthwhile for the City to be involved in some way, plus, of course, it would help us to promote the only Miss Mississauga Pageant that is recognized and accepted by the City.

Thank you for your consideration in this matter.

Yours very truly

Ello Agostini  
Publisher

EA:jc

INTERNATIONAL PUBLIC WORKS CONGRESS & EQUIPMENT SHOW

**TORONTO**

September 14-19, 1974 • Exhibition Park • Toronto, Ontario, Canada

C18

**HONORARY CHAIRMEN**

Hon. Jack Davis, Minister of Fisheries  
and Environment, Canada  
Hon. James A.C. Auld, Minister of Colleges  
and Universities, Ontario  
and V. Godfrey Esq., Chairman of the  
Metropolitan Toronto Council

Sponsored by: AMERICAN PUBLIC WORKS ASSOCIATION, 1313 East 60th Street, Chicago, Illinois 60637, (312) 324-3400

**GENERAL CHAIRMAN**

Ross L. Clark  
Commissioner of Works  
Municipality of Metropolitan Toronto

Robert D. Bugher, Executive Director

**VICE CHAIRMAN**

Harold F. Atyeo  
Director of Services  
City Property Department  
Toronto, Ont.

**EXECUTIVE COMMITTEE**

Jean V. Arpin,  
Director,  
Department of Roads,  
Montreal, P. Q.

Frank E. Ayers,  
Works Commissioner,  
Regional Municipality of  
Ottawa-Carleton, Ont.

Whitney L. Bradley  
Chief Administrator  
Regional Municipality of  
Waterloo, Ont.

Roger K. Brown  
Commissioner of Works  
Scarborough, Ont.

Samuel Cass  
Commissioner of Roads  
and Traffic  
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Toronto, Ont.

Archie A. Chisholm  
Alderman  
Toronto, Ont.

Brian G. Harrison  
Controller  
Scarborough, Ont.

L. Lukop  
Works Commissioner  
East York, Ont.

Colin MacDonald  
Commissioner of Works  
York, Ont.

Kenneth L. Morrish  
Controller, Scarborough and  
Chairman, Works Committee  
Municipality of Metropolitan  
Toronto, Ont.

William Paul  
City Engineer  
Verdun, P. Q.

Brin Ruddy  
Commissioner of Public Works  
North York, Ont.

Douglas Saunders  
Senior Controller  
York, Ont.

Reid Scott  
Executive Alderman  
Toronto, Ont.

Michael J.E. Shefflin  
Director of Engineering  
and Works  
Halifax, N. S.

Winfield H. Stockwell  
Controller  
Etobicoke, Ont.

William Sutherland  
Controller  
North York, Ont.

William M. Swann  
Borough Engineer  
Etobicoke, Ont.

Waldo A. Wheten  
Commissioner of Engrg.  
Regional Municipality of  
Hamilton-Wentworth, Ont.

August 12, 1974

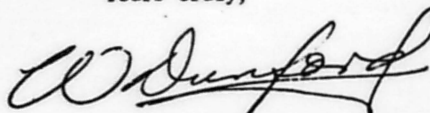
Good morning --

As you are aware Canada will be hosting for the first time the International Public Works Congress and Equipment Show which will be held in Toronto, September 14th to 19th. This event is sponsored by the American Public Works Association.

We hope that you or a member of your staff will be attending the Congress. The topics to be discussed coupled with the equipment display make it an event that will be pertinent to our municipal functions and give us a comprehensive overview of the present state of technical progress within our sphere.

We have attached a brief summary of some of the highlights of the Congress. Keeping in mind that the theme is "Sharing Technology and Management Know-How" we know that you will find the proceedings beneficial.

Yours truly,



W.E. Dunford, P.Eng.,  
Publicity Chairman  
'74 Congress.



RECONVENED SESSION • MONTREAL, QUEBEC • SEPTEMBER 19-21, 1974  
In conjunction with— INTERNATIONAL SOLID WASTES AND PUBLIC CLEANSING ASSOCIATION

18a

# A.P.W.A. Congress, Toronto

Does the public have the right to know the workings at City Hall?

This will be one of many topics to be discussed when 7,000 public works men and their wives from all over North America and Europe meet in Toronto, September 14-19 for the 1974 Public Works Congress and Equipment Show.

Technical sessions in which prominent municipal officials will participate will be held most days at the Sheraton-Four Seasons Hotel in downtown Toronto. The Equipment Show will be held at the Canadian National Exhibition.

Technical sessions in Toronto will zero in on subjects as topical as today's headlines. The Congress theme, 'Sharing Technology and Management Know-How' is interwoven into all sessions to provide delegates with the information and equipment necessary to keep their operations on a viable course.

In solid wastes, for example, legislation is being passed at a rapid rate. Reports of new and proposed legislation will be discussed and how it affects solid-waste managers at every level of government.

Both the Institutes for Transportation and Equipment Services tackle the sensitive problems generated by the energy crisis. In a joint session on Thursday, September 19, knowledgeable panelists will discuss such energy-related subjects as Electric Vehicles for Public and Private Use, and 'Car Pooling, Its Role in Transportation and Equipment Services'.

And, since the public is becoming more and more involved with public works activities - and public participation is actively encouraged by politicians - the Institute for Municipal Engineering includes a panel discussion on technical communication with the public, treating such points as obtaining citizen participation and handling complaints.

IME committees will report on such timely topics as bikeways and ramps for the physically handicapped.

But the Congress won't be all work.

For instance, the man who plays The sweetest music this side of Heaven - none other than Guy Lombardo and his Royal Canadians - will entertain guests at a Get Acquainted Party-Champagne Dance on Sunday evening, September 15, at the Royal York Hotel.

more...

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- 2 -

A special Ladies Programme is being worked out that will include scenic tours of Toronto and Ontario. And there will be a chance to renew acquaintances and to make new ones, and to enjoy the shopping in Toronto's top flight stores.

There will be many other highlights to the programme - everyone will be able to take home a lot of happy memories of what promises to be a conference unlike any other.

5000 YONGE STREET  
WILLOWDALE, ONTARIO  
M2N 5V7

## BOROUGH OF NORTH YORK



### PARKS AND RECREATION DEPARTMENT

TELEPHONE 225-4611

**C19** C/11  
Spt

Address All Replies to  
Commissioner of  
Parks and Recreation

In a brief period of two years, the Annual North York Olympics Ball has become an exciting, fun-filled social highlight, eagerly anticipated by hundreds of people. 1974 is no exception and we are happy to enclose this year's announcement with detailed information.

Please don't just set this aside. Plan a group party now and reserve a table. Here is your opportunity for a great evening.

IF YOU ATTENDED LAST YEAR you are already aware that this is an outstanding event and we know we can count on your attendance again. You are assured of smooth, mellow dance music with the well known Eddie Graf Orchestra. However, tables are assigned on a first come basis so don't delay, order your tickets today.

IF YOU ARE PART OF THE BUSINESS COMMUNITY here is a great idea for your company. Secure a table or two for use by your staff or give tickets to your special customers. Many executives of major businesses have given personal support to the North York Olympics Ball and have thoroughly enjoyed themselves with friends and associates. We are counting on the business community support.

IF YOU ARE PART OF A NORTH YORK COMMUNITY ORGANIZATION, SPORTS LEAGUE OR SERVICE CLUB your interest and support is most important. Please inform your members and participants. Get your executive involved. Organize a table party and order your tickets now. You will have a great time and you will be providing tangible evidence of your support of North York potential Olympics '76 competitors.

HERE'S ANOTHER GREAT IDEA. Do what many people did in past years. Make it an "Inn on the Park" weekend. Start with the Olympics Ball on Friday evening and stay over. If you plan to do this, use the enclosed reservation card and return envelope.

Remember, we need your support to continue this event. Space is limited to 350 couples so act now. Organize a party of four or five couples for a complete table or order a single ticket.

Be certain to attend the North York Olympics Ball - 1974, Friday, October 18th, in the Centennial Ballroom, Inn on the Park.

GCH:v  
encl.  
August, 1974.

<b>RECEIVED</b>	
REGISTRY No.	7708
DATE	AUG 23 1974
FILE No.	7-74
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CLERK'S DEPARTMENT	

Gordon C. Hutchinson,  
for the North York  
Olympics '76 Committee.



North York

19a

# OLYMPICS BALL

Inn On The Park

October 18, 1974

## For Your Information

### NORTH YORK OLYMPICS BALL - 1974

In the fall of 1972, during the North York Golden Anniversary celebrations, more than 800 persons enjoyed a wonderful evening at the North York Golden Anniversary Ball. This event was a complete sell out and many persons were disappointed because of being unable to purchase tickets. As a result of a survey and many comments of those who attended, it was determined that this should become an annual event.

In the fall of 1973, the first North York Olympics Ball was held and again it was a fun-filled, enjoyable evening attended by a very large crowd and everyone is anxiously anticipating the 1974 Olympics Ball planned for October 18th of this year. Your Committee has been able to hold the same per couple price for this event at \$35.00 per couple, despite rising costs. When one realizes that the price includes a small corsage for each lady, a full five course dinner, wine at each table, a complete evening of dancing with prizes and entertainment, the price is not extravagant and you will be assisting young potential olympics competitors.

We are looking for your support and anticipate a heavy demand for tickets. Don't be disappointed, order your tickets now by sending in the attached ticket reservation form.

### NORTH YORK OLYMPICS 1976 COMMITTEE

This Committee is comprised of ten persons, representing cycling, gymnastics, diving, aquatics, track and field and the Parks and Recreation Department plus a Chairman, Michael N. Nagy and a Secretary-Treasurer, David Steen. With the assistance of the Borough of North York Council, the purpose of the Committee is to obtain and to offer support to outstanding North York resident amateur athletes to improve their opportunities to represent North York on the Canadian Team and win a medal for Canada in the 1976 Olympic Games.



## North York Olympics Ball

INN ON THE PARK

OCTOBER 18, 1974

NORTH YORK OLYMPICS 1976 COMMITTEE

## A SOCIAL HIGHLIGHT OF 1974

1974

### NORTH YORK OLYMPICS BALL

The OLYMPICS BALL is open to everyone and anyone who wishes to enjoy a fun-filled evening of wonderful eating and dancing. Your Committee hopes that you and your friends will plan to share in this exciting event. You will also be supporting young North York 1976 Olympics potential competitors. This event is planned to be an annual affair, culminating in a special OLYMPICS VICTORY BALL in 1976. Those who attend this and future years, will be granted special advance reservation privileges in each of the future years.

### WHEN and WHERE

It will be held on Friday, October 18, 1974 in the beautiful CENTENNIAL BALLROOM at the INN ON THE PARK, Leslie and Eglinton.

### TIMES

Commencing at 6:00 p.m. with a cash bar reception followed by a delicious FIVE COURSE DINNER at 7:30 p.m., including wine at every table.

### MUSIC

Dancing from 9:00 p.m. to 1:00 a.m. to the music of THE EDDIE GRAF ORCHESTRA, famous for smooth and mellow dance music.

### CORSAGE

Every lady will receive a small Olympics Committee corsage.

### FUN and FOOD

The outstanding reputation of the Inn on the Park for fine food and the exciting and well known Eddie Graf Orchestra for enjoyable dancing, ensures the success of the North York Olympics Ball.

### TICKETS

Tickets will be in heavy demand and we urge you to RESERVE NOW to guarantee your accommodation.

### COST

The cost for the entire evening, including the full five course dinner, wine at each table, the small corsage for each lady, prizes, entertainment and dancing will be only \$35.00 per couple with all proceeds going to the support of North York Olympics potential contenders. This price also includes all gratuities and provincial sales tax.

### DRESS

Will be optional.

### TICKET INFORMATION and RESERVATIONS

Each ticket will be sold for \$35.00 per couple and each couple will be assigned to a reserved table location. No changes can be made after the assignment. Ticket orders of four or five couples or multiples of four or five will be assigned to a specific table together as each table will seat a total of eight or ten persons. We urge you to invite your friends and arrange for a party of four or five couples and order your tickets for your entire party at one time.

Reservations should be made immediately and must be paid for on order for mail service, or when picked up in person on or before October 4, 1974. No reservations will be held or will refunds be issued after October 4th, for any reason. Use the handy ticket order form below.

DON'T DELAY!

CUT ALONG DOTTED LINE

CUT ALONG DOTTED LINE

### TICKET RESERVATION and ORDER FORM



North York  
Olympics Ball  
1974

Forward to: NORTH YORK OLYMPICS BALL,  
c/o Parks and Recreation Department,  
5000 Yonge Street,  
Willowdale, Ontario M2N 5V7

EACH TICKET ORDERED WILL ADMIT 2 PERSONS (1 couple)

Please forward tickets at \$35.00 per couple for the 1974 NORTH YORK OLYMPICS

BALL. Enclosed is \$ for the tickets ordered.

— OR —

Please reserve tickets at \$35.00 per couple for the NORTH YORK OLYMPICS

BALL. I agree that they must be picked up and paid for on or before October 4th, 1974.

Make all cheques payable to: NORTH YORK OLYMPICS COMMITTEE.

NAME \_\_\_\_\_ TELEPHONE — Business \_\_\_\_\_  
ADDRESS \_\_\_\_\_ Home \_\_\_\_\_  
POSTAL AREA \_\_\_\_\_ SIGNATURE \_\_\_\_\_

827

Law offices of  
*Loopstra & Nixon*  
Barristers, Solicitors & Notaries

C.20  
C. M. Loopstra, LL.B.  
J. A. Nixon, LL.B.

DELIVERED

September

RECEIVED	
4, 1974	REGISTRY No. 8071
DATE	SEP 5 1974
FILE No.	
FILED BY	02/62/73
CLERK'S DEPARTMENT	

City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.  
L5B 1M2.

Attention: David R. Turcotte, Esq.,  
City Clerk.

Dear Sirs:

Re: Jan Davies Limited and Jesam Investments Limited  
Rezoning Application - Your file no. OZ/62/73

Further to the above matter, we attended before a General Committee of Council on September 4th with a deputation. Committee in a tie vote of 5 to 5 turned down our rezoning proposal, but did pass a modified proposal.

The purpose of this letter is to request that we may speak to the matter when this recommendation of General Committee is referred to Council for their consideration. Specifically, we would like to make some comments concerning the wording of the rezoning by-law.

We understand we will therefore be on the agenda at the next meeting of Council to be held on Monday, September 9th at 9:30 a.m.

Yours very truly,

LOOPSTRA & NIXON

Per:

C. M. Loopstra

CML:ep

cc. Jan Davies, Esq.  
Julian J. Trasiewicz, Esq.

100 Rosedale Boulevard, Suite B, Rosedale (Toronto) Telephone 745-2711, Postal Zone M9W 1N7

RECEIVED

AUG 29 1974

MAYOR'S OFFICE

C21  
77, BEN MACHREE DR  
MISSISSAUGA.  
30th August '74

Dear Mayor Dobkin & Members of Council,

I hereby  
resign from the Recreation and  
Social Amenities Committee.

I thank you for  
having appointed me, it has  
been an honour to be allowed  
to serve my city.

Yours sincerely

Ann Rigler

RECEIVED	
REGISTRY No.	8038
DATE	SEP 5 1974
FILE No.	
FILED BY	2-74
CLERK'S DEPARTMENT	

CITY OF MISSISSAUGA

R1

August 7, 1974

The Mayor and Members of the  
City Council  
City of Mississauga

Re: Report on Traffic and Transportation  
Studies on area bounded by Dundas Street,  
Highway 401, Credit River and West City Limits

The Council in its meeting of July 8, 1974 requested that a comprehensive report be prepared on the traffic and transportation studies for the area bounded by Dundas Street on the south, Highway 401 on the north, Credit River on the East and the boundary line between Mississauga and Oakville on the west.

Since the start of the development of this area in 1968, the following reports have been prepared on the matters related to traffic and transportation planning aspects of West Credit area.

1. ERIN MILLS

Transportation and Traffic Analysis  
Prepared for Don Mills Development Limited.  
Prepared by Barton Aschman Associates Inc., Chicago and Washington, D.C.  
February 1970.

According to this report, the area of Erin Mills has been described as Britannia Side Road on the north, the Credit River Valley on the east, Highway 5 on the south and Ninth Line Road on the West.

This report described the development of plans for the primary road network of Erin Mills.

The information presented in this report included the following:

- Background data and assumptions used to develop conceptual plans for various elements of the system.
- Description of methods used for determining and analyzing anticipated traffic flows within Erin Mills.
- Conceptual plans and descriptions of the basic street network.
- A concise conceptual plan for a mass transit system.

2. ERIN MILLS SOUTH

Traffic Analysis  
Prepared for Don Mills Developments Limited  
Prepared by Barton - Aschman Associates Inc, Chicago and Washington, D.C.  
February 25, 1970.

continued



1a

The area identified as Erin Mills South is bounded by Highway 5 on the south, Winston Churchill Boulevard on the West, the Credit River Valley on the east, and the proposed Highway 403 "Transportation Corridor" on the north.

The purpose of this report was to describe the assumptions, procedures, and major findings of the Erin Mills South traffic analysis.

The information contained in this report included the following:

- Background assumptions and trip characteristics.
- Analysis - Major Road Network
  - i) Analysis with Highway 403
  - ii) Analysis without Highway 403.
- Major Road Network Requirements.

### 3. MEADOWVALE TRAFFIC ANALYSIS

Prepared for Markborough Properties Limited  
 Prepared by Barton-Aschman Associates Inc., Chicago, Illinois and Washington, D.C.  
 February 1970.

For the purpose of this traffic analysis, the boundaries of Meadowvale were taken to be Steeles Avenue on the north, the Credit River on the East, Britannia Side Road on the south and Ninth Line Road on the west.

This brief discussed the development of plans for the primary road system, fundamental assumptions on the formulation of trip generation equations and presented the traffic assignment. Also included was a suggested functional design for the Meadowvale section of Highway 401 as this major facility bisects the development. It was felt that the proposed interchange and collector - distributor system will be a key element of the primary Road-system.

### 4. MEADOWVALE TRAFFIC ANALYSIS TRAFFIC NETWORK DEVELOPMENT FOR STAGES I AND II

Prepared for Markborough Properties Limited  
 by Barton-Aschman Associates Inc., Chicago - Washington, D.C. St. Paul  
 July 1970.

This report assumed Stage I development to be between 1970 and 1975, and Stage II to be from 1975 to 1980. The methods of analysis and the underlying assumptions employed in this report were the same as those which were used in the above noted reports. The results of this study reflected only changes which were due to new or revised development schedules, that is staging of the development over the period 1970 to 1980.

The recommendations included the minimum requirements for travel lanes and special facilities in each development stage for each of the major arterial roadways in the study area.

..... continued .....

5. FUNCTIONAL PLANNING REPORT  
COUNTY ROAD NO. 18 (ERIN MILLS PARKWAY)

Prepared for the County of Peel by Proctor and Redfern Limited, Consulting Engineers, Toronto.  
October 1970.

As a prerequisite to the development of the West Credit Valley area by Markborough Properties and Don Mills Development Limited, the Minister had required that an agreement be resolved between these companies, the County and the Town of Mississauga for staging of construction of County Road No. 18 generally referred to as Erin Mills Parkway.

This road extends from Dundas Street northerly to Highway 401.

The County adopted and approved the basic alignment proposed in this report.

6. FUNCTIONAL PLANNING REPORT  
MISSISSAUGA ROAD  
(Dundas Street to Base Line Road)

Prepared for the County of Peel by McCormick, Rankin & Associates, Ltd. Consulting Engineers.

In September 1969, the County of Peel retained McCormick, Rankin and Associates to undertake a functional planning study of Mississauga Road from Dundas Street to Base Line Road.

This report establishes the functional design, including detailed alignment, right-of-way requirements and preliminary cost estimates for Mississauga Road.

The recommendations made in this report received considerable opposition from conservationists and other groups who felt that reconstruction would result in the destruction of the beauty of the narrow winding tree lined route.

As a result of the above objection, the County requested the following report:

7. MISSISSAUGA ROAD (County Road No.1)  
REALIGNMENT (From Dundas Street to Eglinton Avenue)

FUNCTIONAL PLANNING REPORT.

Prepared for the County of Peel by Proctor and Redfern Limited, Consulting Engineers.  
November 1972.

In December 1971, the County of Peel authorized the Proctor and Redfern Group to undertake a functional planning study of Mississauga Road along a new alignment from Dundas Street northerly to Eglinton Avenue.

This report included plans showing the alignment road profile, basic property requirements, two stages of construction and cost estimates.

..... continued .....

8. ERIN MILLS SOUTH COMMUNITY CENTRE  
(Neighbourhood Five)

Evaluation of Parking, Access and Circulation Requirements

Prepared for Don Mills Development Limited by Barton-Aschman Associates Inc.  
June 1973.

This report summarized an evaluation of the general plan prepared for Erin Mills South Commercial Centre (Neighbourhood Five). The emphasis of the evaluation was on a review of the proposed parking, access and circulation facilities. Critical locations within the study area were identified. The area studied was bounded by New Burnhamthorpe Road, Erin Mills Parkway, The Collegeway and Glen Erin Drive.

The reports prepared earlier by Barton-Aschman Inc., which are listed above, were used for background reference and a source of traffic characteristics.

9. TOWN OF STREETSVILLE  
TRAFFIC OPERATIONS STUDY

Prepared by McCormick, Rankin and Associates Limited, Consulting Engineers.  
1973.

The Council of Streetsville retained McCormick and Rankin Associates Limited to undertake a study of the following objectives.

a) Street Systems

- prepare a street classification
- review the feasibility and need of directly connecting Thomas and Main Street.
- improve where possible the operational characteristics of the Queen Street traffic.
- review the entire road network for continuity
- recommend possible road networks for the isolated undeveloped land areas that would be compatible with the existing development.

b) Parking

- inventory the business core parking facilities and recommend solutions to any parking inadequacies
- review existing parking restrictions.

10. MEADOWVALE TRAFFIC ASSIGNMENT

Prepared for Markborough Properties Limited by Project Planning Associates Ltd.  
September 1973.

In connection with the preparation of the "Meadowvale New Town Plan" a transportation and traffic study was undertaken to establish the adequacy and lane requirements of the major road system of the proposed new town.

..... continued .....



1d

The above described report was reviewed and commented by the City of Mississauga. Subsequent to this, the Consultants revised their traffic assignment and submitted new traffic assignments for development upto December 1977.

This revised assignment was submitted through a report titled "Addendum to Meadowvale Traffic Assignment", March 1974.

SUMMARY LIST OF THE REPORTS

1. Erin Mills  
Transportation and Traffic Analysis  
Prepared for Don Mills Development  
by Barton-Aschman Associates  
February 1970.
2. Erin Mills South Traffic Analysis  
Prepared for Don Mills Development  
by Barton-Aschman Associates Inc.  
February 25, 1970
3. Meadowvale Traffic Analysis  
Prepared for Markborough Properties Limited  
by Barton-Aschman Associates Inc.  
February 1970
4. Meadowvale Traffic Analysis  
Traffic Network Development  
for Stage I (1970-1975) and Stage II (1975-1980)  
Prepared for Markborough Properties Limited  
by Barton-Aschman Associates Inc.  
July 1970.
5. Functional Planning Report  
County Road No. 18 (Erin Mills Parkway)  
Prepared for the County of Peel  
by Proctor and Redfern Ltd.  
October 1970
6. Functional Planning Report  
Mississauga Road  
(Dundas Street to Base Line Road)  
Prepared by County of Peel  
by McCormick, Rankin and Associates.
7. Mississauga Road (County Road No.1)  
Realignment (from Dundas Street to Eglinton Avenue)  
Functional Planning Report  
Prepared for the County of Peel  
by Proctor and Redfern Limited.

..... continued.....

- 12
8. Erin Mills South Community Centre  
(Neighbourhood Five)  
Evaluation of Parking access and circulation requirements  
prepared for Don Mills Development Limited  
by Barton-Aschman Associates Inc.  
June 1973.
  9. Town of Streetsville  
Traffic Operations Study  
Prepared by McCormick, Rankin and Associates.
  10. (a) Meadowvale Traffic Assignment  
Prepared for Markborough Properties Limited  
by Project Planning Associates Limited  
September 1973  
(b) Addendum to Meadowvale Traffic  
Assignment  
March 1974.

#### SUMMARY OF CONCLUSIONS

In summarizing the status and usability of these reports, we would like to point out that these reports were prepared by different people and at different times. Therefore, it is difficult to relate the findings of these reports. For example, the following reports were prepared by Barton-Aschman Inc. in 1970.

1. Erin Mills Transportation and Traffic Analysis
2. Erin Mills South Traffic Analysis
3. Meadowvale Traffic Analysis
4. Meadowvale Traffic Analysis - Traffic Network Development for Stages I and II.

The assumptions and findings of the above noted reports were based on the same information related to the development plans for this area and can be related to one another.

The functional planning report for Erin Mills Parkway (County Road No. 18) by Proctor and Redfern Limited relates to the need for a major County Road within the County Road System.

The functional planning report for Mississauga Road by McCormick and Rankin was prepared in order to upgrade the deficiency of the present Mississauga Road (County Road I).

The functional planning report on the realignment of Mississauga Road (County Road I) was prepared as a result of the opposition from conservationists and other groups who were opposed to the widening of the existing Mississauga Road.

It is obvious that due to changes in development policies, the proposed development plans in West Credit area have been altered significantly. Further, due to the deletion of Mississauga Road from County Road system, some of the findings of the earlier reports have become obsolete. Therefore, it is not possible to draw any logical conclusions from all these various reports.

..... continued .....

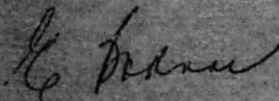


14


As a result, Markborough Properties have been advised that if they want to conduct any traffic or transportation study, they should use the Mississauga Transportation Planning study traffic model. It is our opinion that by using this model, all future transportation facility needs can be arrived at on a common basis. This model is the same one that was used by Peat, Marwick and Partners in assessing the traffic impact due to North-north Dixie Development and to some extent, North Cooksville Area Development.

Markborough Properties have agreed to this proposal and we are proceeding in providing them the use of this traffic model mentioned above.

The cost of the services provided by the City staff will be borne by the developer.



E. Bodnar, P. Eng.  
City Engineer

 AR:sa.

R2

CITY OF MISSISSAUGA  
Engineering & Works Department

Mayor and Members of Council,  
City of Mississauga,  
Mississauga, Ontario.

Re: Green Glade Storm Sewer Outlet  
Our File: P.N. 74-121



Ladies & Gentlemen;

In accordance with the provisions of the 1974 Capital Works Programme, the following is a report for the construction of approximately 100 feet of 18 inch diameter storm sewer.

The City presently has a storm sewer on a 15 foot easement between Lots 90 and 91 on Green Glade which terminates at the ends of the two properties. The erosion at the outlet is severe and will progressively deteriorate. Both homeowners are considerably disturbed by this condition which threatens the rear of their properties. In addition it must be considered a dangerous situation for children who are attracted to play in such an area.

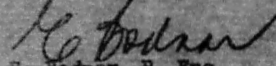
This problem cannot be solved effectively by maintenance. The solution lies in extending the existing 18" dia. sewer approximately 100 feet toward an existing creek and backfilling the very deep ditch.

A report dated June 12, 1974 on the subject outlet was reviewed at an Engineering and Works Committee meeting at which time there was a recommendation by Councillor M.H. Spence that the City approve the construction of the 100 foot extension from the unallocated portion of the Capital Storm Sewer Budget.

It is recommended that the work be carried out under Section 354 (1) 53 of the Ontario Municipal Act, financed by the issuance of debentures bearing interest at such rate as Council may determine, with payments to be made in twenty equal annual instalments.

Total estimated cost of the work	\$9,800.00
Anticipated M.T.C. Subsidy	Nil
Net Cost to the Corporation	\$9,800.00
Annual Cost to the Corporation	
at 10% interest over 20 years.	\$1,151.10

Yours very truly,

  
E. Bodnar, P. Eng.  
City Engineer

9J  
LT:db  
Encl.

NOTE: TWO READING BY-LAW ON THIS AGENDA



R3

Report to Council

Re: TENDER FOR SUPPLY OF A TRANSIT INSPECTION VEHICLE

Ladies and Gentlemen:

The City of Mississauga called a tender for the purchase of one (1) compact car for the Transit Department.

The lowest tender was submitted by Argyle Chrysler Dodge Ltd. of Mississauga in the amount of \$3,671.17 (three thousand, six hundred and seventy one dollars and seventeen cents). Attached is a draft resolution.

Respectfully submitted,

E.J. Dowling  
Transit Manager

/yg

# City of Mississauga

## MEMORANDUM

R4

To Mayor Dobkin and Members of Council

From City Manager

Dept. ....

Dept. ....

September 4th, 1974.

SUBJECT: The United Appeal 1974 Campaign

ORIGIN: Administration and Finance Committee meeting held on August 27th, 1974.

RECOMMENDATION:

1. That Mr. Len McGillivray, Deputy Clerk, be appointed the City of Mississauga representative to head up the Institutional Division of the United Way of Peel Region.
2. That Mrs. Valerie Houle of the Recreation and Parks Department head up the canvass of the City of Mississauga employees.

COMMENTS: The responsibility of Mr. McGillivray would be to act as Institutional Director for this 1974 Campaign heading up all government offices in the Regional Municipality of Peel.

The responsibility of Mrs. Houle would be to head up the canvass of the City of Mississauga employees.

The respective Department Heads of Mr. McGillivray and Mrs. Houle have assured me of their utmost support to enable those employees to carry out their responsibilities with respect to the United Appeal.

IFM:az

*I. F. Markson*  
I. F. Markson,  
City Manager.



Aug. 20, 1974.

PI

Mayor Jenkins,  
City of Mississauga.

Dear Sir:

WITHOUT PREJUDICE

We, the residents backing onto and living nearby to, the vacant area to the north and east of the corner of the Collegeway and Winston Churchill Blvd.; respectfully request the following due to the Aug. 19 rape and attack on a young girl in the area.

- 1) The vacant lot already mentioned be cleared of tall grasses, high weeds, shrub bushes, wire fencing and all the ruts and depressions be bulldozed level so that the children in the area can play safely and can be seen easily. The weeds and grass are so tall a child can not be seen easily at the moment.
- 2) The two streets already mentioned and their intersection are poorly lighted and all of the lights leading to the intersection along the Collegeway have never been on. The few lights that are on Winston Churchill Blvd. are very old and highly inadequate.
- 3) The area and streets already mentioned be regularly patrolled by Peel Regional Police.

We, the undersigned, respectfully request the above be given prime consideration for the safety of our children and our own peace of mind. We also ask for written confirmation to the first signature below.

Sincerely,

cc: Cadillac-Fairview  
Development Corp.

*Mr. & Mrs. P.M. Curtin (2715 Spruce Needle Dr.)*  
*Mr. & Mrs. R.C. Addison (3718 Spruce Needle)*  
*Mr. & Mrs. William Edrino (2711 Spruce Needle)*  
*Mr. & Mrs. M. H. Yason (2707 " " )*  
*Mr. & Mrs. Robert J. Dwyer (2691 Spruce Needle)*  
*Mr. & Mrs. Michael Stanger (2687 Spruce Needle)*  
*Mr. & Mrs. D.M. Green (2672 Spruce Needle)*  
*Mr. & Mrs. Roger Spillice (2666 Spruce Needle)*  
*Mr. & Mrs. J. Blom (2874 Council Ring Road)*  
*Mr. & Mrs. J. D. Dwyer (2703)*  
*Mr. & Mrs. W.R. Hahn 2683 Spruce Needle Ave.*  
*Mr. & Mrs. T.J. Stinson 2883 Council Ring Rd.*  
*Mr. & Mrs. H.E. Lute 2879 Council Ring Rd.*  
*Mr. & Mrs. J. Gaillet 24 Council Ring Rd.*  
*Mr. & Mrs. Lagasse 2859 "*

RECEIVED	
REGISTRY No.	7927
DATE	AUG 30 1974
FILE No.	49-74
FILED BY	
CLERK'S DEPARTMENT	



# City of Mississauga

## MEMORANDUM

To . . . ALL MEMBERS OF COUNCIL . . . . . From . . . D. R. Turcotte . . . . .  
Dept. . . . . Dept. . . . City Clerk . . . . .

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September 5, 1974.

### REPORTS FOR CONSIDERATION BY COUNCIL

The following reports, which appeared on General Committee Agenda on September 4th, were referred to Council without recommendation. Councillors should be prepared to deal with the attached reports at the time when Council moves into Committee and considers the appropriate General Committee item. These items will appear on the General Committee Report as having been referred to Council without recommendation. This material is, therefore, merely back-up material for the General Committee items.

1. Administration and Finance August 13
2. " " " 27
3. Traffic Safety Council August 21
4. Planning & Development August 21
5. Condominium Development August 21
6. Impact Committee August 30
7. Procedure for considering plans of subdivision  
(Regional Municipality of Peel)
8. Ture Anderson - appointment for O.M.B. Hearing  
(And reports from Planning Dept.)
9. Issuance of Marriage Licences and handling of  
duties under Vital Statistics Act

David R. Turcotte,  
City Clerk